Technology for

Alaskan Transportation

In This Issue . . .

Willingness to Change

CDL and UST Update

Networking the '90s

Work Zone Safety

The T2 Network

by Larry Johnson

We're 46 strong! The T2 centers, that is. There are 46 of us across the nation, reaching out to touch transportation folks. Although we've been doing it only a short time, we're leery of "ruts." We want to keep changing, improving. We brainstorm in-house plus we try the collective approach: national meetings. The 1990 National Rural Technical Assistance Program (RTAP) Directors' meeting will be a Fairbanks event, August 5-9. We'll learn how to "transfer technology" better, and we'll also hear about new transportation technologies. We should leave the meeting a stronger group, in touch with each other—a real network. In fact, that's our theme, "Networking the '90s."

At least 25 of the centers will be actively involved, either making technical presentations or moderating sessions, and some centers have made welcome suggestions for the meeting. Self-analysis can be biased, so the T2 directors will also hear from other transportation groups, including: NACE, AASHTO, NHI, NCHRP, and of course, FHWA, our sponsor. I anticipate a very motivating and interesting conference that will help each center improve courses, newsletters, and other forms of technology transfer.

Technical sessions will cover specific ideas and innovations developed by individual centers as well as more general questions. For example, three of our centers will share their visions of how a T2 center operates and three others will discuss the pros and cons of university and state administered centers. We'll have talks describing how to develop specific T2 courses and tips on newsletters. One session will focus upon how we, the T2 network, can use microcomputers and the resources available to us.

We'll also discuss how T2 centers interact with one another and with outside organizations. Part of this will involve hearing about

Improving...and the Willingness to Change

The job of every transportation technology transfer (T2) center is service delivery, emphasizing the T2 slogan "work smarter, not harder," but unless you receive and accept our "product," no one has benefitted. Lynne Irwin, Director of the Cornell Local Roads Program, editorialized about this process:

"Some people say that as we get older we get better...as people get older and wiser and gather new knowledge, they should exhibit an improved ability to do their jobs.

"Whatever it is about yourself that you might want to improve—be it your relationship with a co-worker, the quality of your road maintenance, or the style of your hair—it all involves change. In fact, the most important ingredient in a recipe for improvement is the *willingness to change.*

"Think about it! To improve requires that you stop doing things the way you were before and do them better. This requires change. Thus, those who are unwilling to change are never able to improve. If others around you change, and you do not, you will be left behind.

"The computer industry is a case in point. Twenty years ago I was using a computer [that] had less capability than my present $45 pocket calculator, which runs for a year on a $2 battery. . . .

"In electronics, computers, medicine, and even in highway work, to stand still is to fall behind. Many of the highway construction operations and maintenance techniques that

THE RTAP CONFERENCE ISN'T ALL WORK...
by Sharon McLeod-Everette

'Tis the season to be jolly. Fa la la la la la la la la! Uhoh. You mean it's not Christmas? You mean the 1990 National RTAP Conference isn't over??!!

Yes—things are a bit loony here, what with summer arriving in a burst of warmth and activity and conference preparations going full swing. This time of year has so much daylight that it encourages a person to keep longer hours and pack in as much activity as possible. The June 21st solstice brings nearly twenty-four hours of sunlight to Fairbanks: sunrise is 2:59 a.m. on the 21st and sunset is 12:48 a.m. on the 22nd. That means that daylight is a full twenty-four hours. During the August conference period, we'll go easy on you. The sun will only shine for nineteen and one-half hours, with sunrise at 5:05 a.m. and sunset at 10:47 p.m. on Sunday, August 5.

So be prepared for loooooonnnnggggg days. You've noticed from your registration packets that we've packed as much fun into the evenings as we have business stuff during the day. The idea is to keep you from getting into too much trouble—at least by yourself. We believe in group mischief. Of course, if you wish to explore Fairbanks on your own rather than partake of the Monday and Tuesday evening optional events, that's OK too.

If you are arriving in Fairbanks on Sunday, we will be meeting most flights with University of Alaska vans. Otherwise, taxis provide twenty-four hour service to the University, which is only five miles from the airport. Most of the car rental agencies located at the airport are also open twenty-four hours a day.

We plan to have Alaskan wild game appetizers at the opening Alaska Icemelter Reception on Sunday evening. There will also be regular all-American appetizers for the less adventurous of you. We're looking forward to a fun get-together to inaugurate this conference.

All transportation is provided for the optional Monday and Tuesday evening activities. The registration packet you receive upon arrival here will include information indicating where to go and what time to meet the transportation. (Incidentally, your confirmation letter and/or registration information will have University of Alaska Fairbanks campus maps and campus information to help you find your way around.)

Each day of the conference begins with a continental breakfast, and lunch is provided for all participants. If guests have registered for the optional daily activities, lunch is included in their daily fee as well.

Monday, Tuesday and Wednesday evenings offer opportunities to see some of Fairbanks' early history, eat mouth-watering vittles and enjoy casual, lively entertainment. Monday has you visiting an old mining town complete with bunkhouse, Cripple Creek dining hall, and Malamute Saloon and show, along with an international award-winning photosyphony on the aurora borealis.

Tuesday takes you to Alaskaland, a historical park with many of Fairbanks' early gold rush buildings. The Alaska Salmon Bake will feed you the finest of barbecued native salmon and halibut as well as ribs, and the Palace Saloon's musical comedy revue has some of the best rinky-tink piano and Can-Can Cuties in Interior Alaska—not to mention the Boom-de-ay Boys.

Wednesday's Baron-of-Beef dinner (included in the registration fee for participants, optional for guests) immediately follows the afternoon engineering field trip for participants and the Chena Hot Springs swim and BBQ for guests. Here, you tour a once-operational gold dredge and pan for your own gold. One thing you'll find about Alaska: there's good food—and a lot of it.

Thursday evening is the banquet on campus that signals the close of the conference—a time spent renewing old acquaintances and friendships and forging new ones; an opportunity for all T2 Centers to "Network the '90s." ◆

News & Views

Work Zone Safety ... Again

There are some themes we can't repeat often enough: SAFETY—in the work place and on the road—especially when the work place IS the road. Some ugly statistics highlight the hazard of maintenance and construction workers' exposure to close-quarters traffic. Most motorists are "just folks," not intent on causing fear or injury, but we need to catch their attention and make them aware that lives are on the line.

Public awareness campaigns have dramatically decreased work zone accidents around the nation. Which of these would also work well in Alaska?

*Hold joint press conferences with troopers and municipal police forces to focus media attention.

*Develop media kits containing press releases, statistical fact sheets profiling work zone accidents and a brochure on the engineering logic of setting up a highway work zone. Send kits to editors requesting help in making and keeping work zone safety a public issue.

*Issue follow-up news releases about local highway work.

*Produce public service newspaper ads and radio and TV spots that highlight slogans and feature personalized messages from construction workers asking readers and listeners to watch out for them as they work on the roads.

*Produce special sections about work zone safety in driver's manuals and videos for driver education classes.

Besides all these publicity measures, we need to keep the motorist's respect and the agency's credibility. On the road, in the work areas, remember:

*If work isn't in progress, take down, fold over or cover signs.

*If there isn't a need for traffic channeling devices, remove them.

*Don't tell drivers to expect a hazard that isn't there. If you do, they may not believe other signs and devices used on the project.

*Don't assume that drivers and pedestrians will see or recognize workers or hazards.

*Understand the philosophy of good work area traffic control—minimize exposure to traffic.

*Watch for problems and any damaged or missing devices.

KANSAS Give'em a BRAKE HIGHWAY WORKERS

These are proven actions for increasing work zone safety. Which ones will your agency or company do?

Adapted from KUTC newsletter, August 1989 ◆

ALERTS

From Winter 1989 Technology for Alaskan Transportation:

The pending legislation (SB137) about Commercial Driver's Licenses (CDLs) is now law. Effective January 1, 1991, all Alaskan commercial drivers will have to have passed a written and driving test. The CDL will cost $100 and each driver skills test will be $25. Other states' CDLs will be accepted in Alaska for only 30 days, and no driver may hold more than one CDL. This applies to all drivers of vehicles used to transport passengers or property on a land highway in a vehicle that has a gross weight rating greater than 26,000 pounds OR that is designed to carry more than 15 people OR that carries hazardous materials. ◆

From Spring 1990 Technology for Alaskan Transportation, Underground Storage Tanks:

At press time, the governor had the final version of HB220. If he signs it, it authorizes education, technical, and financial assistance to owners and operators of underground storage tank systems. Storage tank operators will have to be certified, and there will be a tank registration system. ◆

National Conference Hotline
(907)474-7800
Fax (907)474-5592

Improving and Change
(continued from page 1)

we use today are the same as were being used 40 years ago. Many highway officials are satisfied with the way they do things, and they resist change, even where better, more cost-efficient methods have been proven to be effective.

"Failing to adopt better methods means that our roads are not as good as they could be. They do not last as long as they could. They cost more to build, more to maintain, and more to drive on than they could. . . .

"Today, just to keep up, you must learn about pavement recycling, proper surface and subsurface drainage techniques, use of geotextiles, how to properly patch a pothole, improved ice melting methods, use of cold mixes, when to pave and when not to, and many, many, many administrative regulations.

"How can you cope? One of the best ways is to communicate with your peers. This includes attending annual meetings. . .and special training programs put on by industry and by the [Alaska T2 Program]. Another way is to read highway industry magazines, and to request and read the publications mentioned in this newsletter.

"You must aggressively seek the information on new techniques. Then you must evaluate it and decide whether it applies to your problems, your conditions, and your needs. You must thoroughly study the new methods until you understand them, before you put them to work. . . .

"It all depends on you. Seek help if you need it. We are here to help you. Call on us."

Please do call, 474-7733, to take a short course or ask for references about a problem. It's doubly important in Alaska to keep learning and seeking new ways to do things. We're isolated, and we have fewer in-state experts. In fact, our situations (and solutions!) can be unique. Answers may not yet be developed, and we must work together to develop and share them. Remember how Karl Mielke and Mark Miles had to do a major post-freeze-up bridge repair? (It was in the winter '89 Technology for Alaskan Transportation.) This fall you'll hear how a maintenance foreman from up north is dealing with a freeze-dried gravel road. Alaskans need to stay in touch to share problems and brainstorm possible solutions. We're here; take advantage of us!

Adapted from Nuggets and Nibbles, August 1989. ◆

T2 Network
(continued from page 1)

the future of RTAP and transportation policy. (At least as well as our crystal balls reveal!)

1990 may well be a vital year for RTAP, in terms of both finances and administration. Conference presenters will share the latest information about these two topics, and we'll discuss the impact on our centers. By pooling our knowledge, we can improve our overall program as well as benefit each center individually...a healthy network.

Part of the excitement of a conference like this is, of course, our great State of Alaska. It's as varied as true T2 people, who will converge on Fairbanks by air, car, rail, motorcycle, and by ferry (part way, anyway). We haven't heard about any light planes yet or river travel, but who would be surprised? As the host center, we look forward to welcoming each of you and showing you a small part of our transportation system and the unique scenery that it passes through.

See you in August! ◆

Calendar of Events

We will be happy to include any relevant event you would like to publicize. For more information about events in Alaska, call Sharon McLeod-Everette at (907)474-2475, Larry Johnson at (907)474-7637, or Michelle Johnson at (907)474-5428.

1990

July 11-12: FHWA Demo Project No. 75, "Field Management of Concrete Mixes." Fairbanks. Contact Dave McCaleb, (907)451-2268.

July 16-17: FHWA Demo Project No.75, "Field Management of Concrete Mixes." Anchorage. Contact Gordon Keith, (907)349-4667.

* **August 5-9: National Rural Technical Assistance Program Conference.** University of Alaska Fairbanks. Contact Michelle Johnson, (907)474-5428.

* **August 20-21: Technical Writing for Transportation Professionals.** Anchorage International Airport Inn, McKinley East Conference Room. Contact Lorrie Trimble, (907)474-2444.

* **August 23-24: Technical Writing for Transportation Professionals.** University of Alaska Fairbanks, Memorial Conference Room. Contact Lorrie Trimble, (907)474-2444.

* **November 1-2: 2nd Annual Right of Way Forum.** University of Alaska Fairbanks. Contact Michelle Johnson, (907)474-5428.

October 8-12: Course 101, Principles of Real Estate Acquisition: Appraisal and Negotiations. Sponsored by the International Right of Way Association, Totem Chapter 59. Taught by Charlie Parr, SR/WA. **February 18-22, 1991: Law and Engineering.** Taught by Don Beardsley. Contact Diane DeRoux, (907)364-4222.

October 12-13: Course 206, Presentation Skills. Sponsored by the International Right of Way Association, Arctic Trails Chapter 71. Contact Jean Harrison, (907)451-5201.

* **T2 Short Courses**

ALASKA TRANSPORTATION TECHNOLOGY TRANSFER

Earth to Earth, Asphalt to Asphalt

When practicality, cost efficiencies, and global ethics all come together, everyone's a winner. That's what's happening with the developing asphalt recycling technologies. Here's a capsulized summary of where things stand:

The Asphalt Recycling and Reclaiming Association (ARRA) has categorized the various asphalt recycling processes into four general types:

1. hot-mix recycling
2. hot-surface recycling
3. cold planing
4. cold in-place recycling

HOT-MIX RECYCLING involves a central plant blending and mixing operation to produce hot-mix paving mixtures. The mix may include any combination of reclaimed asphalt pavement (RAP), reclaimed aggregate materials (RAM), new asphalt, new aggregate, and recycling agents. The recycling agents are used to restore aged asphalt to current standards.

There are two main types of hot-mix recycling: batch plant hot recycling and drum-mix hot recycling. The batch plant method, which is more common, involves introducing the RAP from a separate cold feed bin into the pugmill. Although the theoretical ratios are higher, for practicality, a batch plant can recycle RAP with new aggregate up to approximately 20:80. The drum-mix method introduces RAP into a drum downstream of a burner flame to mix it with superheated new aggregates. In this method,

the practical ratio of RAP to new aggregate is about 30:70.

The performance of recycled asphalt concrete has been proven to equal that of conventional mixes. Surface and base structural problems can be corrected, significant structural improvements can be made with little or no change in thickness, and frost susceptibility may be reduced. Three Fairbanks projects that used hot-mix recycling continue to perform well up

Figure 1:   Rotomill picking up pavement for recycling.

to 5 years later. A Wasilla project recycled about 20% of the old asphalt, and other projects are in the design phase.

In its most common use, *HOT SURFACE RECYCLING* involves heating and scarifying an asphalt surface to a maximum depth of 3/4 inch. For this technique to be financially reasonable, the job would have to be large enough that the contractor could cover the necessary move-in and set-up costs.

The main advantages of hot surface recycling are that it can reduce reflective cracking and the final riding surface (seal or overlay) may be separated from the recycling process, allowing for thorough inspection of

the heating, scarification, leveling, and compaction processes.

COLD PLANING, also known as cold milling, involves the automatically controlled removal of pavement to a desired depth using specially designed equipment. The surface is then restored to a specified grade and slope, free of bumps, ruts and other imperfections. The resulting textured pavement can be used immediately as a driving surface, or it can be overlaid with a minimum of material. Cold planing has been done by using motor graders with hardened steel blades, but cold milling machines, such as rotomilling machines (figure 1) are becoming more popular because they provide better results than the motor grader.

Cold planing corrects ruts and washboard, poor skid resistance, poor bonding potential, poor pavement profile, and diminished capacity of curbs and gutters. It does not correct any subsurface defect. It can be done quickly, with minimum interruption of traffic flow, and when it's complete, the restored pavement can be immediately opened to traffic. A wide range of planing machines makes the process available to smaller cities and towns. Also, the reclaimed material can be saved for future use.

COLD IN-PLACE RECYCLING re-uses existing pavement structure, sometimes including the underlying untreated base material. All work takes place on the existing roadway and usually requires no transportation of material.

Often referred to as stabilization, cold in-place recycling is not a new approach to road rehabilitation. The two common methods involve a hammermill or a recycler (Bomag type recycling machine). This pulverizing-mixing process is usually the best choice for low volume roads where both asphalt and base rehabilitation are needed. The basic approach is to pulverize the pavement with the base, and mix the two together. The mix is then graded and compacted. Rippers, scarifiers, pulvimixers, and stabilizers are the equipment mainstays, and emulsions, cutbacks, and other additives have been used.

Cold in-place recycling can result in a stabilized road for about a 40 to 60 percent lower cost than conventional methods of resurfacing. It restores old pavement to the desired profile, eliminates all types of pavement distresses, requires low production and engineering costs compared to conventional methods, generally requires only a thin overlay or chip seal as surface course, and adds considerable strength to the road. The technique needs to be done when temperatures are warmer than 50F and there's no rain, so Alaskan conditions limit its use to some extent. Anchorage contractors have used the cold recycling technique to create a new base, then added an overlay.
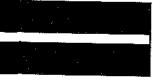
The town of Old Lyme, Connecticut, is a textbook case. Cold in-place recycling of 2.38 miles of their arterial street, including engineering, test borings, inspection, and landscaping, cost approximately 1/3 of the estimate for a standard rebuild—about $62 per foot as opposed to about $200 per foot—saving an estimated $1.7 million.

Asphalt recycling is a dynamic industry. In addition to the four categories that ARRA defined, there's a new cold-mix product formulated and produced by a research and business duo in Massachusetts. Their operation, American Reclamation Corporation (AmRec), gets paid for taking other peoples' trash—asphalt roofing materials, concrete, brick, tile, even OILY SOIL (which requires a special permit)—and gets paid again for the material they produce from it all. Customers are praising the quality and price of the AmRec mix for their secondary road work and pothole repair. It needs more work to meet durability standards for primary roads, but the current market for secondary road coverage is so great that the management is not pursuing it. Its cost is smaller than cold in place recycling, about 60 percent lower than other asphalts.

There's a lot to learn about recycling asphalt, and you can order some interesting reading material that's available through the Alaskan T2 Program. Check the publications insert.

(Adapted from Arizona Roads, October 1989; Technology Transfer, Winter 1990; Boston Globe, December 17, 1989; Business Magazine, September 1989; and assisted by Alaska DOT&PF.)◆

Batch Files

by Billy Connor

To date, we have discussed the use of directories and subdirectories to organize your files, batch files to speed your work and backing up your hard drive. As promised, this issue will discuss batch files in more detail. Think of batch files as a recording of the keystrokes you use to perform a task from the prompt. You can playback this recording as often as you wish saving you a lot of typing.

The best way to introduce files is through example. The example presented here is a word processor batch file that can be easily modified for many other applications. As I scanned my own list of batch files, I found that 75% of them are variations of this routine.

In their simplest form, batch files simply record and playback keystrokes exactly as you type them. For example, you may enter your word processor by typing the following sequence at the C prompt:

```
cd c:\wordproc
wordproc
```

The first line changes the directory and the second line starts the program. You could save yourself a lot of typing by putting these commands into a batch file called WP.BAT using EDLIN, COPY CON or an ASCII wordprocessor. All you need to do then is type "WP" and you start your word processor. (The ".BAT" extension is reserved by DOS for batch files.) The example here is developed in EDLIN. Please refer to your DOS manual for details.

To create the WP.BAT file using EDLIN, type the following bold-faced text. The prompt and line numbers are provided by EDLIN.

```
C:\>edlin wp.bat
New File
*insert
        1:*cd c:\wordproc
        2:*wordproc
        3:*^C
*end
C:\
```

(^C means you should press the control key and the C key at the same time. Use the name of your word processing program [Wordstar, Word, etc.] in place of "wordproc." This is helpful if you have more than one word processing program on your computer.)

As we discussed in the previous issue, it is a good idea to keep your documents in a separate subdirectory. Many word processors require that you type in the whole path to access these documents. However, DOS provides us with a couple of shortcuts. For this example, let's assume you keep your

documents in the C:\WORDPROC\TEXT subdirectory. One way of making DOS look at the proper subdirectory is through the use of the PATH command. You might alter your basic batch file like this:

```
C:\>edlin wp.bat
*list
        1:*cd c:\wordproc
        2:wordproc
*2i
        2:*path c:\;c:\dos;c:\wordproc\text
        3:*^C
*list
        1:cd c:\wordproc
        2:*path c:\;c:\dos;c:\wordproc\text
        3:wordproc
*end
C:\
```

Notice the path includes the root and DOS directories. It is a good idea to always include these in your path in case you need access to DOS. The path command in the example tells the computer to look for files first in the current directory (c:\wordproc), then in the root directory, then in the DOS directory, and finally in the c:\wordproc\text directory. Many word processors will still require you to type in the entire path when saving a file. By reordering things a bit, we can solve that problem easily. The new batch file might look something like this:

```
cd c:\wordproc\text
path c:\;c:\dos;c:\wordproc
wordproc
```

We just made the c:\wordproc\text directory our default directory. The path command tells the computer where to look for files that are not contained in this file. In this example, the computer will look for the wordproc.exe file first in the default directory, next in the root directory, then in the DOS directory and will finally find it in the c:\wordproc directory. The speed is such that you won't even know it. If you are really worried about speed, change the order in the path command by placing the c:\wordproc first.

Since you've become organized, you probably have separate directories for memorandums and letters. You could have separate batch files for each. However, DOS provides for user input through the use of variable input. Batch files use the character "%" followed by any number, 1 through 9, to distinguish variable input. We could alter our batch file to

allow the user to define the type of document that will be used.

```
cd c:\wordproc\%1
path c:\;c:\dos;c:\wordproc
wordproc
```

If you keep your letters in the subdirectory c:\wordproc\let, all you need to do is type WP LET to start the word processor with the c:\wordproc\let as the default directory. If you keep your memos in the subdirectory c:\wordproc\memos, all you need to do is type WP MEMOS. The same would be true for other subdirectories. You can also use multiple variables in the same batch file. The example represents a basic batch file that can be altered to serve in many applications. However, there are a couple of things you can do to clean things up a bit. First, I usually like to reset my default directory to the root directory. You can do this by adding the line "cd\" to the batch file. By adding the command "echo off" as the first line of your batch file, you can cause the batch file to not print the commands as it executes them. That is a matter of preference. I suggest you leave out the echo off command until you get everything working right. The final batch file would be:

```
echo off
cd c:\wordproc\%1
path c:\;c:\dos;c:\wordproc
wordproc
cd\
```

A CHEAP MENU

Now let's look at another convenient batch file. Many people like to have menus from which to select their programs. This is very useful if you have several computers in the office. Several commercial menu programs are available, but here is one you can make for free. All you need to do is create batch files to start all the programs like you've done for the word processor, then type in the menu as you wish it to be displayed in an ASCII word processor. Most word processors have this feature or you can use EDLIN. A sample menu is listed below.

```
WP............................WORD PROCESSOR
LOTUS.......................LOTUS 123
DB.............................DBASE
FORMAT A:/4.............FORMAT A:WITH A 360 KB DISK
```

By inserting the clear screen command (cls) and the type command in the batch file, you can cause the computer to print out the menu as it returns from each program. The example batch file would then be:

```
echo off
cd c:\wordproc\%1
path c:\;c:\dos;\wordproc
wordproc
cd\
cls
type menu
```

If you choose another name for your menu, change the name "menu" to the name you choose.

NEXT QUARTERLY INSERT ...

Scrambled Disks and Fried Drives will discuss config.sys files and autoexec.bat files in the next issue. One of the intriguing autoexec.bat files deals with the PROMPT command, and allows you to choose the colors that appear on your screen. Tune in next time ...

QUESTIONS

If you have questions about computers, drop us a line. We will make every effort to answer them. If the questions are of common interest, we will answer them in the newsletter. If you have ideas to share, we would appreciate them as well. If they are of general interest, we will print them and give you credit.

ON THE NATIONAL SCENE ...

Major transportation program reauthorizations come around every four or five years in the legislative arena. "Reauthorization" means the basic legislation originally authorizing the funding includes an expiration date set several years into the future. This allows Congress ample time to review the program and decide if it's worth keeping. There are two stages to the congressional funding process. First comes the authorizing law, which says how much may be appropriated for a program. Then the appropriations law stipulates how much will be spent on a yearly basis. They determine whether business will continue as usual, whether program cutbacks or expansion will occur, or whether new programs are added.

For the transit industry, the current authorization and appropriation expires in September 1991. The Urban Mass Transportation Act of 1964 originally authorized transit programs. That Act has been extended and revised continuously and extensively since then. The most recent revision was in 1987, which extended transit programs through FY91—September 30, 1991. Transportation Secretary Samuel Skinner's National Transportation Policy was developed for several reasons, not the least of which is the reauthorization of the transit program. Without an extension, there will be no legislative basis for continuing Section 16(b)(2) or any of the programs. While no one expects the programs to be terminated, important changes in them are certainly likely... hence, development of the National Transportation Policy to address transit, and highway reauthorization bills as well.

Interest groups and professional organizations also take significant interest in these reauthorizations. The American Association of State Highway and Transportation Officials, the American Public Transit Association, and the Community Transportation Association of America (CTAA) are all focusing their advocacy efforts on the UMTA reauthorization process.

Besides the issue of how much money should be spent on transit as a whole, a more difficult question to resolve is how to divide up the money. CTAA strongly supports a substantial increase in the share earmarked for rural and small urban areas. The Bush Administration appears set on decreasing the federal government's role in transit, increasing the non-federal match requirement, and expanding the block grant concept to incorporate some mixing of transit and highway funds.

The reauthorization process has officially begun. The House Public Works Committee began public hearings March 8, 1990, in Washington D.C.. Public hearings in other parts of the country will follow. Consideration of specific legislative proposals will probably begin by late summer 1990.

Excerpted from Community Transportation Reporter April 1990 issue, Vol. 8, No. 4
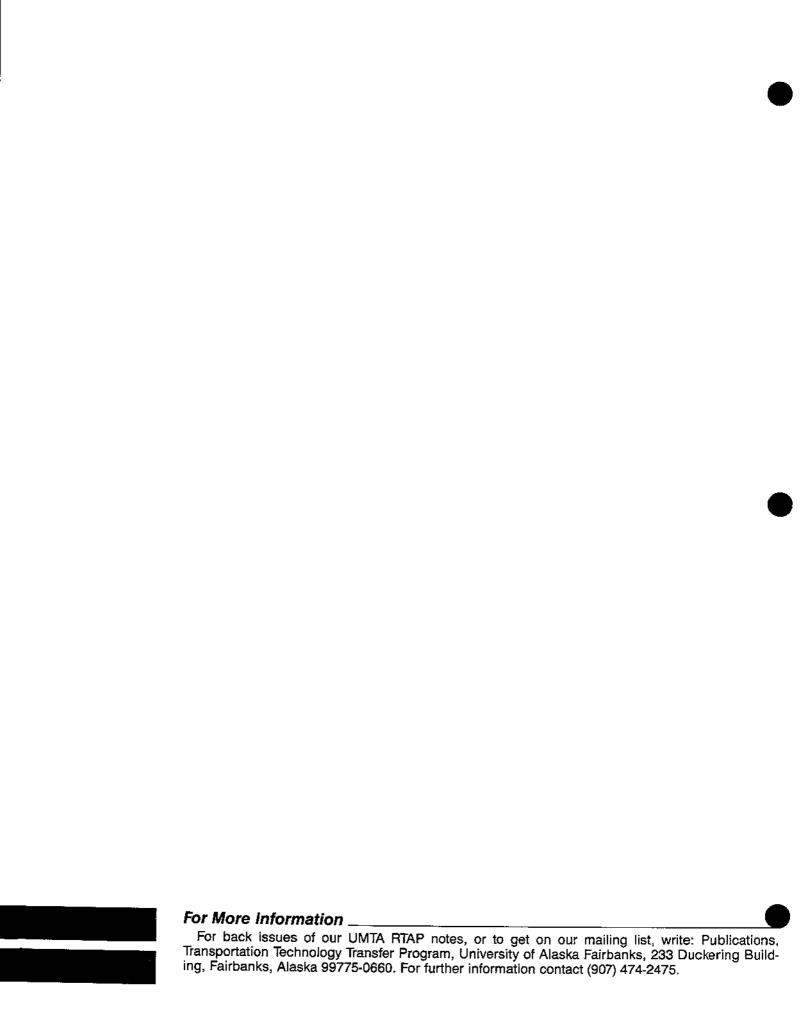
TIDBITS ... Drug Testing Update

Secretary of Transportation Skinner is urging Congress to push quickly toward enactment of legislation reinstating the Urban Mass Transportation Administration's (UMTA) drug testing requirements. Skinner noted that the courts did not suggest that the objectives of the drug testing rules were unjustified. He wants the safest and most efficient transportation system possible for the transit users of America.

AND LOCALLY ...

Lena Anken Sexton's article titled "Training Provides 'best' way to move elderly" in the Sunday May 13 edition of the Fairbanks Daily News Miner tells about the Passenger Assistance Technician (PAT) workshop co-taught recently in Interior Alaska by Erma Belz, director of Foster Grandparents, Senior Companions and Retired Senior Volunteers and Cornelius Sims for Access Alaska. The course is funded through an UMTA Section 18 RTAP grant and is taught at no charge to transit systems and organizations that are involved in transporting elderly and physically impaired individuals. Once students successfully complete the course, they'll be qualified to properly use equipment, wheelchairs, lifts, walkers, and canes, as well as the correct way to lift, turn, slide and maneuver physically impaired individuals.

The PAT training has multiple goals that all relate to safer, more efficient service. They are: reduce the possible injury potential of the elderly or physically impaired; prevent driver injuries; reduce a transit system's exposure to liability suits; reduce insurance premiums; improve efficiency by speeding up loading and unloading processes; reduce scheduling difficulties; and increase user confidence in the system. If you're interested in this training, contact Bruce E. Wells, Department of Transportation and Public Facilities, Engineering and Operations Standards, P.O. Box Z, Juneau, Alaska 99811 or phone (907)465-2957.

For More Information

For back issues of our UMTA RTAP notes, or to get on our mailing list, write: Publications, Transportation Technology Transfer Program, University of Alaska Fairbanks, 233 Duckering Building, Fairbanks, Alaska 99775-0660. For further information contact (907) 474-2475.

NEW PUBLICATIONS AVAILABLE FOR LOAN

Place a check by the publication you wish to receive.
Last=590

_____ **Automatic Passenger Counter Systems:The State of the Practice**, ID-581U, UMTA/DOT-I-87-36, June 1985, 157pp.

_____ **Briefs of Research Problem Statements Considered by the AASHTO Select Committee On Research for the FY 1984 Program of the NCHRP**, ID-570, NCHRP/TRB, September 1982, 36pp.

_____ **Bridge Maintenance Training:Supervisor**, ID-571A, Contract OTFH61-83-C-00156, Participant Manual, USDOT/FHWA, 1984.

_____ **Bridge Maintenance Training:Technician**, ID-571B, Contract OTFH61-83-C-00156, Participant Manual, USDOT/FHWA, 1984.

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